

Attorney Docket: 65816-0004
S.N.: 09/978,377

REMARKS

Claims 1-15 are pending in this application. By this Amendment, Claims 1, 2, 8, 9 and 15 are amended. Favorable reconsideration is respectfully requested in light of the following Remarks.

Applicant gratefully acknowledges the courtesies extended to Applicant's representative during the February 3, 2003 telephone conference. The sum and substance of the conference is contained in the above amendments and following Remarks.

1. The Office action rejects Claims 1, 3-8 and 10-15 under 35 USC §103(a) over Lapohn (U.S. Patent No. 5,770,797, hereinafter "Lapohn") in view of Patti (U.S. Patent No. 5,922,152, hereinafter "Patti") and Snyder (U.S. Patent No. 4,384,482, hereinafter "Snyder"). The rejection is respectfully traversed.

Independent Claims 1, 8 and 15 specify, *inter alia*, an air pressure measuring system comprising a bracket structure mounted to a rim of a wheel assembly and extending inwardly from the rim of the wheel assembly toward a hub of the wheel assembly such that the mounting assembly does not protrude from the wheel assembly, and at least one air pressure gauge mounted to the mounting assembly distal from the rim of the wheel assembly such that the at least one air pressure gauge does not protrude from the wheel assembly.

Lapohn discloses a tire pressure indication system in which the valve assemblies 18 are fastened to the rear side of a hub cap 20. *See Figs. 1, 1A, 6 and 7; col. 3, lines 45-50.* Applicant agrees with the Office action that there is no mention in Lapohn of a bracket structure that is mounted to the inside surface of the wheel rim. *See Paragraph 2 of the Office action.*

Patti discloses a wheel bracket 30 attached to a vehicle wheel rim. A first end 36 of the wheel bracket 30 is attached to an outer edge or lip 32 of a wheel 14. Teeth or barbs 38 and 40 are provided on the first end 36 for engaging the wheel rim and providing friction to prevent the wheel bracket 30 from accidentally disengaging the wheel rim. *See Fig. 2; col. 4, lines 26-29 and lines 41-46.*

Snyder discloses a sensor 16 within a tire 14 by mounting a housing 2 on the inside of the wheel rim 4. *See Figs. 1 and 2; col. 3, lines 35-59.*

It is respectfully submitted that there is no mention in Lapohn, Patti or Snyder of at

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least the feature of an air pressure measuring system comprising a bracket structure mounted to a rim of a wheel assembly and extending inwardly from the rim of the wheel assembly toward a hub of the wheel assembly such that the mounting assembly does not protrude from the wheel assembly, and at least one air pressure gauge mounted to the mounting assembly distal from the rim of the wheel assembly such that the at least one air pressure gauge does not protrude from the wheel assembly, as recited in Claims 1, 8 and 15.

By contrast, Lapohn teaches that the air pressure gauge 16 is mounted to a hub cap 20, as shown in Fig. 1A. One disadvantage of this arrangement in Lapohn is that the air pressure gauge 16 must be detached from the hub cap 20 when the hub cap 20 is removed from the vehicle. In addition, the air pressure gauge 16 can be damaged in the event that the hub cap 20 is undesirably removed from the wheel rim.

Patti teaches that the bracket 30 is mounted to an outer edge or lip 32 of the wheel rim 14 such that the valve extenders 24, 28 protrude from the wheel rim 14. One disadvantage of this arrangement in Patti is that the valve extenders 24, 28 and the bracket 30 can be damaged in the event that the wheel rim scrapes against a curb, or the like.

Snyder teaches that the sensor 16 is positioned in the tire 14. As a result, the sensor 16 requires an electronic circuit 18 for transmitting the signal from the sensor 16. One disadvantage of this arrangement in Snyder is that the measured parameter is not directly read by the operator.

In view of the foregoing, it is respectfully submitted that the combination of Lapohn, Patti and Snyder does disclose, teach or suggest all the claim limitations, as recited in Claims 1, 8 and 15. Specifically, the combination of Lapohn, Patti and Snyder does disclose, teach or suggest at least the feature of an air pressure measuring system comprising a bracket structure mounted to a rim of a wheel assembly and extending inwardly from the rim of the wheel assembly toward a hub of the wheel assembly such that the mounting assembly does not protrude from the wheel assembly, and at least one air pressure gauge mounted to the mounting assembly distal from the rim of the wheel assembly such that the at least one air pressure gauge does not protrude from the wheel assembly. Because the combination of Lapohn, Patti and Snyder does not disclose, teach or suggest all the claim limitations, as recited in Claims 1, 8 and 15, the Office action fails to establish a *prima facie* case of obviousness. See MPEP §2143.

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For at least this reason, Claims 1, 8 and 15 are allowable over the applied art, taken singly or in combination. Claims 3-7, which depend from Claim 1, and Claims 9-14, which depend from Claim 8, are likewise allowable over the applied art. Withdrawal of the rejection is respectfully requested.

2. The Office action also rejects Claims 2 and 9 under 35 USC §103(a) over Lapohn Patti and Snyder, and further in view of Connell (U.S. Patent No. 3,915,502, hereinafter "Connell"). The rejection is respectfully traversed.

Connell discloses a double-coated adhesive tape 40 for mounting a wheel cover 10 to a wheel 24. The tape 40 preferably includes a resilient body with adhesive applied to opposite sides thereof. As shown in the drawing, the tape 40 is of circular shape, having a diameter equal to approximately half the overall diameter of the wheel cover assembly and being located radially approximately midway between the center and the perimeter of the wheel cover assembly.

Claims 2 and 9 depend from independent Claims 1 and 8, respectively. It is respectfully submitted that the combination of Lapohn, Patti, Snyder and Connell does not disclose, teach or suggest all the claim limitations, namely as least the feature of an air pressure measuring system comprising a bracket structure mounted to a rim of a wheel assembly and extending inwardly from the rim of the wheel assembly toward a hub of the wheel assembly such that the mounting assembly does not protrude from the wheel assembly, and at least one air pressure gauge mounted to the mounting assembly distal from the rim of the wheel assembly such that the at least one air pressure gauge does not protrude from the wheel assembly, as recited in Claims 1 and 8. Thus, the Office action fails to establish a *prima facie* case of obviousness.

For at least this reason, Claims 2 and 9 are allowable over the applied art, taken singly or in combination. Withdrawal of the rejection is respectfully requested.

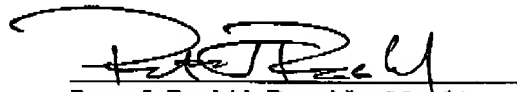
In view of the foregoing, it is respectfully submitted that the application is in condition for allowance. Favorable consideration and prompt allowance of the application is earnestly solicited.

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Should Examiner Ferguson believe anything further would be desirable in order to place the application in better condition for allowance, the Examiner is invited to contact the undersigned attorney at the telephone number listed below.

It is believed that any additional fees due with respect to this paper have already been identified. However, if any additional fees are required in connection with the filing of this paper, permission is given to charge account number 18-0013 in the name of Rader, Fishman and Grauer PLLC.

Respectfully submitted,



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